

NEWSPAPER SPECIAL CROSSES SIERRA NEVADAS

SIERRA DIVISION TRULY A WONDER

Some of the Inspiring Sights
Enjoyed by Western
Pacific Party.

FEATHER RIVER SCENERY
HAS NEVER BEEN EXCELLED

Visitors En Route to the Golden
Gate Are Having a Glori-
ous Trip.

BY KENNETH C. KERR.

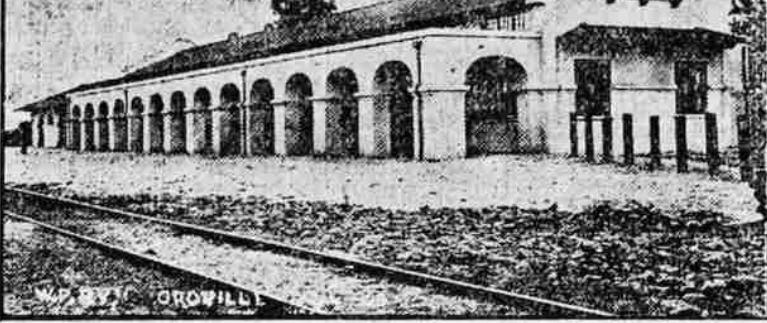
Special to The Tribune.
OROVILLE, Aug. 21.—It has been a day of celebrations. The whole populace of this part of California, for half a century closed in the rich canyon of the Feather and without transportation facilities, is welcoming the Western Pacific. At Blairsville, a siding on the slope of the Sierras, was seen the most unique celebration. The people of Johnsville, six miles away, had come to the station with a brass band. The crowd numbered 2000, and a speech of welcome was made by Mayor Agnew of that place. Hartwell is the station for Quincy, Plumas county, and the old home of John S. Bransford. It is four miles from the railroad, but autos and wagons brought the crowd over, and the band was there, too. Many asked after Mayor Bransford. Speeches at Hartwell were made by Congressman Kahn and E. L. Lomax.

Oroville's Welcome.

Oroville, the gateway to the Pacific, was reached on time at 5 o'clock. Twenty Chinese started the welcome by setting off 50,000 firecrackers, and then the brass band played a lively air as Mayor Kusel headed the welcoming delegation. Automobiles driven by the fair daughters or hospitable sons of California were in waiting, and all the visitors were whirled away on a sight-seeing trip through a crowd of 10,000 people cheering wildly. The drive led through citrus and olive groves, with a view of the pine-clad Sierras beyond. At the Old Fellows' home refreshments were served, and Mayor A. F. Jones, the pioneer of Oroville, made the address of welcome in a splendid speech to the railroad and newspaper visitors. Attorney Max Thelen of the Western Pacific responded brilliantly for the new railroad, and the correspondent of The Salt Lake Tribune was asked to respond for the newspaper crowd.

Among those welcoming the train was J. F. Evans, formerly of the Rio Grande at Salt Lake and now general auditor of the Western Pacific. Another, Sam Norris of Springville, who located the Park City loop and who was a locating

MAYOR C. E. KUSEL
of Oroville.



WESTERN PACIFIC DEPOT AT OROVILLE.

Oroville's Welcome in Song to the Western Pacific

Thundering down the grand old canyon,
Waking echoes far and near,
Comes the friend we long have
waited;
Comes the sound we've longed to
hear.
Through the heart of the Sierras,
Down the Feather river grand;
Scenes no other clime can equal,
Even far-famed Switzerland.

Through pine forests, where the red
men
Track the lion, stalked the deer,
Past the roaring falls and cascades,
Waters sparkling crystal clear—
To the lovely fertile valley,
To the home of grains and fruit,
To the land of golden plenty,
Oroville the Gem of Butte.

Welcome! Welcome! Yes, thrice wel-
come
To this land of fruit and flowers;
You have cut the chain that bound
us
And your interest shall be ours!
—Mary Cameron Benjamin.

election. Tonight the river dredges were inspected by electric light, and the town is giving a reception to the visitors.

SIGHT-SEERS ARE UP WITH THE MORNING SUN

Special to The Tribune.
OROVILLE, Cal., Aug. 21.—The crowd of Western Pacific sight-seers was up with the sun, although the night had been a trying one, with everyone in Winnemucca endeavoring to entertain the visitors. The train left the Nevada town at 5 a. m. for the daylight trip across the state and to afford ample time during the day to enjoy the magnificent scenery in crossing the Sierra Nevada range. The day has been full of wonders of man's

made famous by Bret Harte. Talk about the hot pots of Wasatch county, the natural bridges of San Juan, the Rio Grande's hanging bridge in the Grand Gorge or the Canyon of the Grand—they are all here and to spare. Nature has painted the rocks in rainbow colors; it has hung great ledges in the canyon upon which Bogue and McCarty were enabled to build their track; the artifice of a prehistoric age have thrown its waterfalls, gulches, cascades, rippling streams, above which the glorious pines of the well-known region gracefully bend and bow a welcome to the traveler from the far east. The route traversed today covered the balance of the Humboldt division from Winnemucca to Gerlach, the time changing at the last named point from mountain to Pacific time, the Sierra division from Gerlach to Spanish creek crossing and the North Fork division from Spanish creek crossing to Oroville.

The North Fork division presents three distinct features. It takes in the best of the scenery, it has the majority of the fine concrete and steel span bridges and it has twenty-eight out of the total of forty-three tunnels on the road.

Sierra Division a Wonder.

However, the Sierra division is distinctive from the fact that it includes five tunnels, two of which are very long; the Spring Garden tunnel, at mile post 300, is 7300 feet long, and in its construction the company encountered some difficulty. The excavators ran into a fissure 700 feet wide and filled with mud and water. Next they came across a bed of finely broken up black basalt, and then they encountered an old river bed, where they had to contend with boulders, sand and gravel. The Beckwith pass tunnel is at mile post 343, at the summit of the Sierras, and is 6000 feet in length.

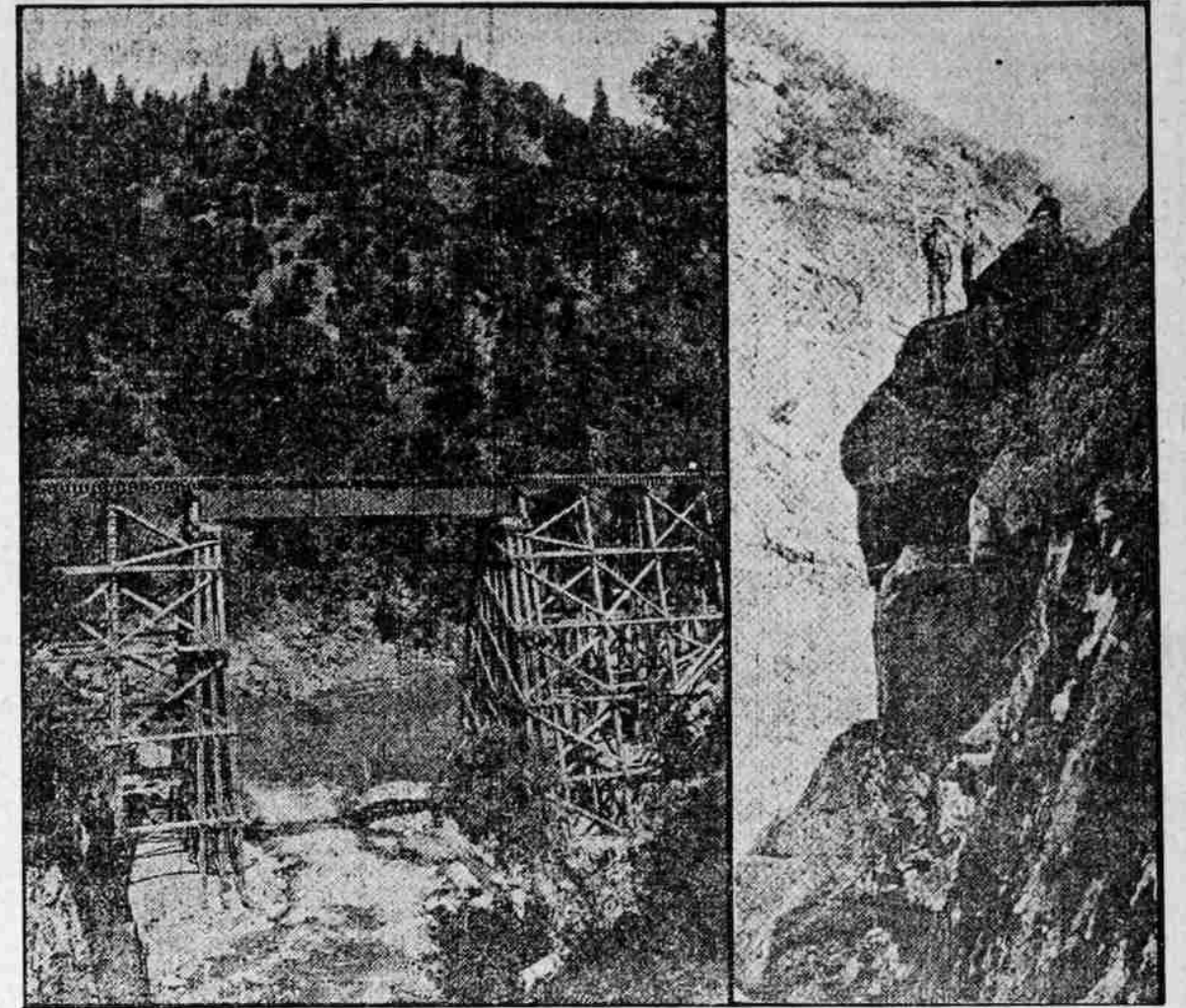
Most of the bridge work is to be found on the North Fork and Sierra divisions. On the North Fork division there are thirteen structures. Bridge No. 18, over the Middle Fork of the Feather river, near its junction with the main stream, has two 125-foot deck truss spans and three 65-foot deck girder spans on high concrete piers and abutments. The west span of the truss structures was erected on false work and the other span cantilever fashion, with a derrick car.

Several of the bridges consist of a span of plate girders at the middle, or over the stream, supported upon framed piers or towers, with a wooden trestle on either side.

Feather River Scenery.

The most scenic part of the line from the tourist's point of view is perhaps the Feather River canyon, down which the road passes through the Sierra Nevada mountains. This canyon begins at Portola, Cal., on the Middle Fork of the Feather river, and extends to Oroville, Cal., a distance of 116 miles. Over most of this distance the canyon is a narrow defile with steep rocky slopes, where the river, during ages past, has chiseled its way through the mountain.

On the broad Pacific's breast, To complete the world-wide journey, Thus you've joined the East and West.



FRENCH CREEK TREESTLE.

DIFFICULTIES OF SURVEYING IN
FEATHER RIVER CANYON.

sufficient room was found for the road-bed, without very deep cuttings, so that, in these places, the roadbed is supported partly or altogether upon high masonry walls built up from solid foundation.

At Sulphur, Nev., there is a large deposit of sulphur, of commercial quality, which is being mined and shipped out over the Western Pacific railway. At a point three miles north of Gerlach is a spouting geyser.

In Humboldt valley stock raising is already a considerable industry, and agriculture is expected to develop later on, through irrigation, so that there is promise of no little traffic in this region, which years ago was considered but a worthless desert.

With the completion of the line and the inauguration of passenger service by the Western Pacific on Monday, Salt Lake City and San Francisco become the terminal of a new and most important transcontinental line, this being the third to enter the Golden Gate City. By reason of this new and direct extension of the Rio Grande Denver, all Colorado and Utah become nearer and more intimately connected than ever before in all social and trade relations with the Pacific coast, and

the important systems of the Burlington, Hock Island & Missouri Pacific are furnished a direct and independent outlet through the transmountain country to the Pacific coast.

Something About Oroville.

Oroville, the city of gold and soon to be the valley of golden fruit. While the mammoth dredges are working the gold out of the river, the farmers have been demonstrating that this climate is equal to that of the Riverside valley, and behold, the orange, the lemon and the olive on thousands of acres. And they are making a success of it. The Oroville committee, composed of live wires, met the train at Portola and ever since the visitors have been flooded with fruit, literature and Oroville talk. It is a pretty place, with the river, the vast orchards, the well-kept streets and substantial business blocks, all create at once a lasting impression, and the coming of the Western Pacific adds to the picture of the future.

The Western Pacific has a fine Mission style station and here the train was met by the entire population, with the band, and the girls and boys all dressed as for a Sunday school picnic. These people appreciate the new road,

and they are already on the map and realize it.

Sightseeing was in order, and some of the things viewed were the Great Western Power company's hydro-electric plant, one of the largest in the United States; groves of citrus fruits and olives, orchards of all other varieties of small fruits; the eastward view of the Sierra range and the westward view of the wonderful Sacramento valley; the gold dredges and olive mills; the famous steel bridge over the Feather; scenery of every description; the concrete levee to protect the town from high water; a trip to beautiful Thermalito and everything that a prosperous valley can produce or a lively city exhibit.

Oroville is all right and it has a future. Its mayor is C. S. Kusel, who warmly welcomed the visitors and explained in a fine speech the wonders and attractions of the valley and city.

Children Cry
FOR FLETCHER'S
CASTORIA

A WORD TO THE WISE IS SUFFICIENT!

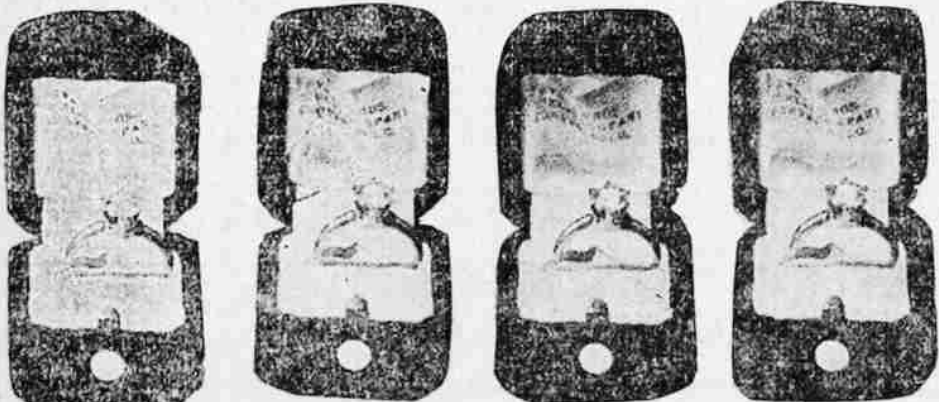
The Tribune and Telegram's \$10,000 contest ends one week from Wednesday. It is hardly necessary to call attention to the importance of the remaining days. The race is in the homestretch and it all depends upon the effort and energy of the candidates as to who the winners of the 44 liberal prizes will be. Promises of subscriptions should not be taken as final now—get results. Every prepaid order means votes and every contestant will need every vote he or she can get in order to win. Don't let all the work of previous weeks come to naught, when by just a little additional application you can come out victorious.

THE LAST SPECIAL OFFER ENDS SATURDAY OF THIS WEEK

FIVE PRIZES

To Each One of the Eight Districts.
They are as follows:

Eight Trips to the Pacific Coast
Including Stops at San Francisco, Los Angeles and Catalina Island.



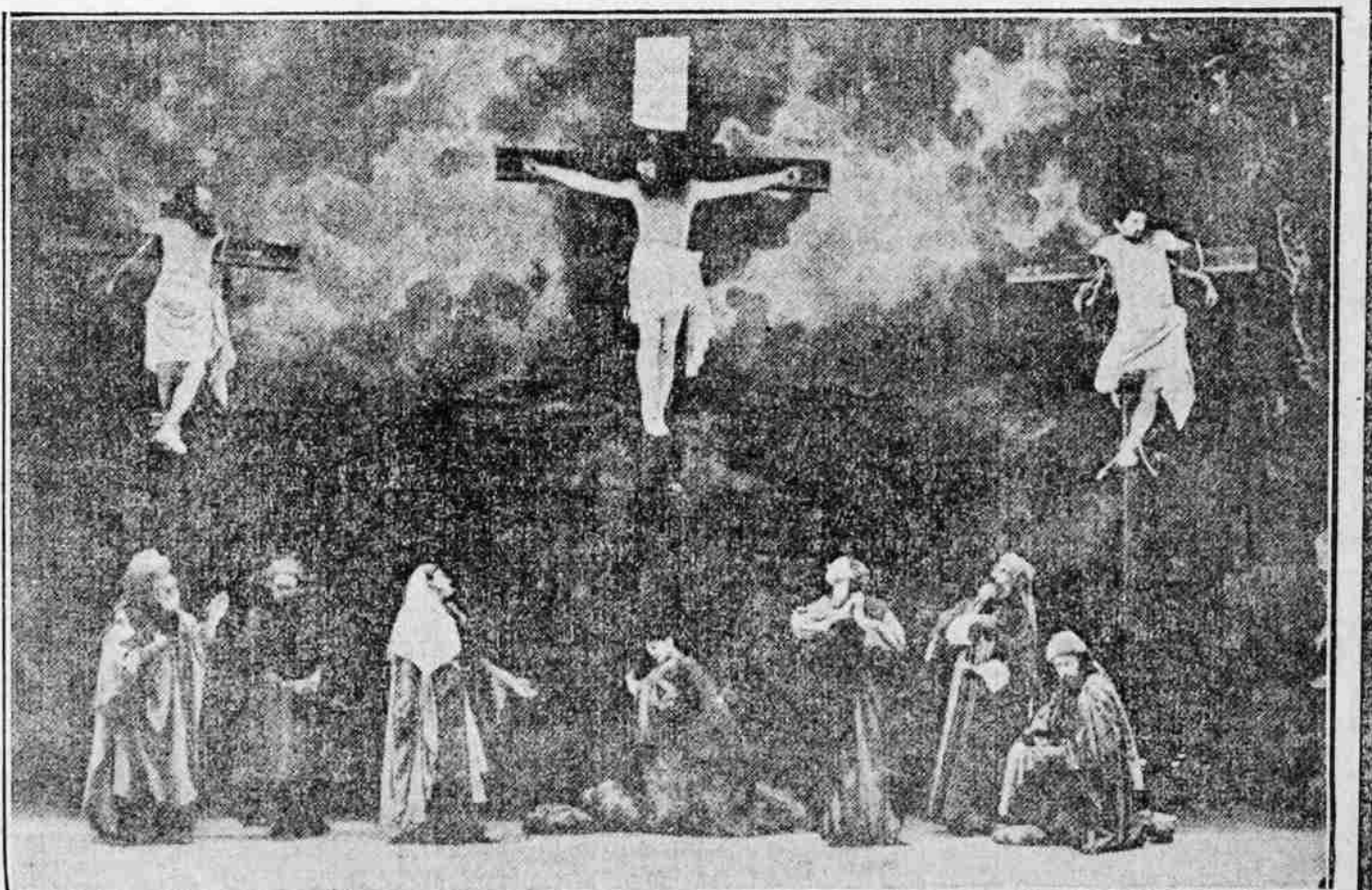
8 \$100.00 SOLITAIRE DIAMOND RINGS
Purchased from J. H. Leyson Co.

8 \$100.00 BUSINESS SCHOLARSHIPS
in Henager's Business College

8 \$50.00 GOLD WATCHES

8 \$25.00 CAMERA OUTFITS

The present week is the telling one of the entire contest. The two capital prizes of 200,000 votes each and the eight district prizes of 100,000 votes each will be awarded to candidates securing the largest amount of cash subscription business, old and new. If you don't win these ballots, your competitor will, and the votes will be used to defeat you. Show a last and telling "burst of speed" and get these extra votes yourself. Besides, additional ballots are being allowed for new business in amounts over \$25. Get busy, work hard THIS WEEK, and you can win.



The Crucifixion Scene at the Passion Play, Oberammergau. The Tribune's European Party Will See This September 25.

CONTEST DEPT OF THE TRIBUNE and TELEGRAM, SALT LAKE CITY